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THE HONGKONG DISPENSARY

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DEATH.

On the night of 11th August, at the Peak Hospital, Frederick W. Wood, aged 42 years, of York, England.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

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HONGKONG, 14th August, 1901

THE home papers which reached us by Monday's mail have much to say about the question at issue between the Admiralty and the Navy League in the matter of Britain's Mediterranean fleet. In reply, indirectly, to the League's manifesto, and to a direct question from Lord SPENCER, Lord SELBORNE on the 5th ult. made a long and important statement before the House of Lords, which attracted at once a great amount of attention both in England and abroad. The real gist of the Navy League's enquiry lay in the question, Is the British Mediterranean squadron strong enough to do its work in war? Lord SELBORNE's reply to this query was as follows: "If I am asked whether I am satisfied that the Mediterranean squadron 'at its peace strength' is able to meet any possible combination which could be brought against it, that combination being 'at war strength, of course, I should not be satisfied; though on its peace footing 'I am quite confident the Mediterranean squadron would inflict enormous damage on any force that attacked it. But why should it have to meet a combination on 'a war footing, being itself on a peace footing? I say with the fullest possible sense of my responsibility that the Mediterranean fleet on its war footing would be absolutely adequate to any task which 'so far as we can foresee can be assigned 'to it.' Lord SELBORNE went on to scout the idea that the Mediterranean squadron should be kept permanently on a war footing, and continued: "I have never heard 'any responsible person yet make such a

suggestion. The question is, What proportion of the war strength should be maintained in peace? I associate myself with Earl SPENCER, deeply regretting the attempt made to cause a panic."

It is of course nothing new for the Navy League to have the word "panic" thrown in its teeth, and as we have previously said the accusation of being unduly alarmist is not altogether unjust. However, on this particular point as to the strength of our squadron in the Mediterranean, some remarks in the last issue to hand of the *Naval and Military Record* are worth quotation. Our service contemporary says: "The complaint that the so-called scare 'about the condition of the Mediterranean fleet is due to a Navy League and newspaper conspiracy' is especially unfair, because everyone knows that the defects of the fleet, which form the basis of this 'agitation, are admitted to have been set forth by the Naval Commander-in-Chief, and by the Rear-Admiral second in command. Since there is no denial of this, the League and the newspapers have simply voiced the opinion of those best qualified to state the case, and have given 'the country the benefit of information 'which would otherwise have been kept 'from them.' The *Record* deplores the fact that the weapons of agitation have to be used before officials can be induced to attend to affairs vital to the Empire's existence, but points out that time and again has it been found necessary for public-spirited men and the newspapers to take up arms against the Admiralty and the War Office. The *Record* at the same time, commenting on the fact that the Navy League has lately held up to admiration the German Navy League, with its 600,000 subscribers, and an income of £100,000 a year, asks: "Does 'the fact that Englishmen, quite as proud 'of their navy as the Germans are of theirs, 'hold aloof from our own Navy League 'stand for nothing? Is there not a

"suspicion that while the German League 'supplies solid, reliable information, 'our Navy League is too prone to 'ghost-stories? The Navy League is 'essentially a patriotic body, oppressed 'with good intentions. We are not ungrateful, however, to the Navy League."

Let us hope that the League will 'return to its charter, which was to instruct 'the youth of the country, especially in 'rural districts, as to what the navy has 'been, and is, and not to teach the Admiralty how to organise fleets and build 'ships.' We should not have thought, nevertheless, that the Admiralty, even on the showing of its own apologists, was above learning from the League on certain points, and that Lord SELBORNE should have been at pains to make so careful a statement as he did in the House of Lords last month is in itself a testimony to the truth of this."

The comments of the Continental Press on the agitation in England with regard to the fleet are interesting reading, and the views taken are very diverse. The *Neueste Nachrichten* of Berlin, for instance, thinks that Lord SELBORNE's statement confirms the fact that Great Britain is no longer able to meet all the demands which hidden contingencies make upon her navy. The *Paris Temps*, on the other hand, sees in the agitation the hand of the Jingo, and says: "The truth is the people are 'trying by every kind of means, legitimate or illegitimate, to start one of those 'waves of public opinion which force the 'hands of the Government and Parliament."

In short the idea is to obtain a new and 'gigantic scheme of naval construction at 'a time when a great war is absorbing and 'exhausting the resources of the taxpayers. It is not unnatural that the foreign Press has found it hard to make out the exact state of affairs when they have to gather their facts from utterly conflicting statements, and when the home Press is much divided over the question. The *Times*, it may be remarked, lectures the Navy League with some severity and says that the one condition to the validity of Lord SELBORNE's defence is that the Admiralty is doing its duty and is fully alive to its vast and onerous responsibilities. If that condition is satisfied, and if the country is convinced that it is satisfied, the situation in the Mediterranean disappears from public view. It is not, the *Times* continues, at the bidding of a few "sea-gallies," as Lord SPENCER called them, that the country will disestablish the Admiralty and install the Navy League in its place. The Navy League, however, has grown used to receiving as well as delivering lectures, and it is better than even unfounded agitations should occasionally be started than that the public should be allowed to become utterly apathetic. At the same time, the Navy League would strengthen its position vastly were it more careful to avoid the reproach of occasional hysteria. In its indictment of the state of the Mediterranean squadron it drew attention to some genuine defects. The general overstatement of the case only tended to obscure these points.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The British transports *Caulfield* and *Claverley* arrived yesterday from Weihaiwei and Calcutta respectively.

The minute-gun firing in the Harbour, led by H.M.S. *Tamar*, commenced at 5.30 p.m. yesterday, on account of the Empress Frederick's funeral.

Apart from the 10 cases of plague (6 in Victoria, 4 outside), with 12 deaths, last week there were not reported any cases of communicable disease in the Colony.

The R.W.F. will play the 38th Co. S.D. E.A., in the second round of the Hongkong Water Polo Shield Competition to-day at the V.R.C., Kowloon, at 5.45 p.m. sharp.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Hon. T. H. Whitehead \$20.

The Douglas Steamship Co.'s s.s. *Haiman* leaves Tamsui to-day for Hongkong, via Amoy. She has been safely got off the bank on which she stranded, and the only damage received has been an injury to her windlass. The hull was untouched.

Private Tierney, Royal Welsh Fusiliers, died in hospital yesterday morning from remittent fever. A day or two ago, in a fit of delirium, the deceased, jumped from the verandah of the hospital to the ground, a distance of about fifteen feet. A mangled, however, broke his fall, and he suffered no injury. The funeral takes place to-day.

The transport *Chingta*, which arrived yesterday from the North, has on board a number of Indian troops, including a company of pom-pom artillery. The remainder of the Siege Train (15th Company, Southern Division, Royal Garrison Artillery), who have been encamped at Kowloon, embarked on the troopier. The *Chingta* left yesterday evening with the *Idole* for Calcutta.

The Netherlands Consul-General, M. Droeze, informed us yesterday that the quarantine regulations which were in force in Netherlands India against arrivals from this port on account of small-pox are now withdrawn, the quarantine regulations on account of plague still remaining in force. It is curious to think that we have been in quarantine for small-pox, so very long after the occurrence of the last case.

Sir Edward Sassoon is forwarding to Mr. Chamberlain a considerable amount of documentary evidence, with the view of proving the existence in the colonies of a strong feeling in favour of reserving to the State a right of purchasing the Cape to Australia cable. Such a reservation would not be novel, since it was adopted in the case of the Singapore and Hongkong cable, and is familiar to local authorities who desire to buy up tramway and electric light undertakings after the lapse of a number of years.

Last night the closing performance of the Australian Vaudeville and Specialty Co. duly came off at the Theatre Royal, when a good house assembled to bid our visitors good-bye. Once more the whole of the lower part of the building was full of enthusiastic listeners, and encoures were the order of the night, while the bouquet, such a feature of Hongkong theatrical entertainments, was much in evidence. Miss Beatrice Ward, the Misses Ruby and Annie Moore, Miss Verne and Miss Forde all won much applause with their singing. Miss Virginia Rosser sang and danced excellently, and the Sisters Linwood were energetic as ever. Mr. Horley was in his best form, as was Mr. Rowley, and Mr. Cullen was heard to advantage, while in the second part of the programme Professor Davis added to his reputation as a clever conjurer. The performance closed at a late hour. It only remains to wish our parting guests a good voyage on the *Kwansing* to-day and a successful season down South.

The China Navigation Co.'s s.s. *Kwansing*, Capt. A. W. Outerbridge, reports as follows:—August 1st, 11.30 a.m.—Left Chefoo for Hongkong with a light southerly wind and weather cloudy off N.E. Promontory, passing through a belt of fog which cleared away with wind freshening. Found wind gradually backing round to S.E. and E.S.E. and increasing rapidly as ship drew to the southward. August 3rd, 2.30 a.m.—Blowing a hard gale from E.S.E. with a mountainous pyramidal cross swell from S.E.E. to East. Considered a typhoon was passing to southward of ship, so hove to with head East. Barometer 29.69. At 4.30 p.m. wind and sea moderating, kept ship her course again till noon the next day, when, finding sea and wind increasing rapidly again, hove away for shelter, very heavy E.S.E. sea flooding decks fore and aft. At 7.5 p.m. rounded North Saddle Lt. 3 miles, anchoring at 11.30 under Elliot Island. August 5th, 11.50 a.m.—Barometer 29.53, lowest reading. Hove up anchor and proceeded to typhoon harbour under Tsu San Island, arriving there 3.40 p.m. Heavy squalls S.S.E., force of wind 9 to 11 with rain throughout the night, blowing with terrific violence. August 6th.—Strength of squalls gradually moderating, weather improving and barometer rising. At 3 p.m. hove up anchor and proceeded 6.40 through Steep Island Bar, then, to Tung Yung, fresh to moderate S.E. by winds with break sea.—Tung Yung to Amoy. Moderate to light variable winds and showery; arriving at 7.40 a.m. on the 9th inst. At 3.5 p.m. left Amoy again. Light variable winds and fine weather to port; anchoring in Junk Bay at 9.30 p.m. on the 10th. Hongkong Harbour 11th at 7.10 a.m. all well.

The Manila Municipal appointments were announced by the Governor on the 7th inst., and the officers appointed took the oath of office.

Mr. Shields, until lately Customs Collector at Jolo, P.I., has been appointed Disbursing Officer to the Government at Manila. He is succeeded at Jolo by Major Sims, formerly of the 11th Cavalry, U. S. V.

A great source of wealth in the Philippines will prove to be the thousands of acres of timber-land. It is calculated that the islands possess one thousand varieties of useful woods. The Forestry Department has so far classified and listed 665.

Heavy rains have caused considerable damage to the Manila railway line, and interfered sorely with the traffic. A trestle-bridge built across the Bamban river, to carry traffic while the big iron bridge is under reconstruction, has been washed away. Passengers going either way have to walk three miles before they can re-enter the train again.

A fierce struggle is said to be going on in Jolo, P.I. Dattoes Calve and Yokanina have openly defied their ruler, the Sultan of Jolo, and taken to the mountains with their followers. The Sultan went after them, and some vigorous hand-to-hand combats have taken place. The Sultan's party so far has proved victorious. It is expected that in a few weeks more he will have subdued his recalcitrant dattos.

The insurgent general Makar has again changed his mind, and refuses to consider the question of surrender to United States authority. He has issued a proclamation exhorting his countrymen to kill or General Cailles, who surrendered to the Americans. He anathematizes the Federal party, forbids single men to marry, arranges for the insurgents to sell the Philippines to some foreign power, etc. Such are a few of the hairbrained schemes of this inveterate rebel to rouse his people to continued resistance against the Americans.

The heat wave that caused so much suffering in America arrived in London last month, and strange sights (from a City point of view) were witnessed in the streets. In New Oxford Street the coolest man in town was to be seen. He was a portly Frenchman, attired from head to foot in white duck. On his head was the latest Paris shape in straw top-hats. In his right hand he held a large white umbrella, with a green lining. He caused much amusement and envy. A good second was a gentleman in Hyde Park in a white drill vest and trousers, over which he wore the regulation frock-coat and silk hat. What a stir a man wearing a topie would have caused!

Writing of "the Rock" and the question of its inalienability, Mr. S. L. Bonessan says in the *Daily Mail*:—"Little more than a year ago in course of conversation with a gentleman whose knowledge of the Mediterranean question in all its bearings is complete, the question of Gibraltar was raised. 'I am astonished,' he said to me, 'to find that Great Britain and Spain hold views about the Rock that are diametrically opposed. In your country the fortress is regarded as the key to the Mediterranean; in Spain we believe it would be of little use in time of a war in which our country was hostile. Quick-drying guns of modern range and velocity have altered the situation that obtained when Gibraltar was taken from Spain. To-day the latest wire guns on the top of the Rock can throw shell into Ceuta, some fourteen miles away across the Straits; but nobody seems to remember that guns of the like calibre can operate from the hills on the Spanish coast."

The Chatham correspondent of the *Naval and Military Record*, writing of the departure of H.M.S. *Albion* for the China Station, says:—"It is considerably more than four years since the keel-plate of the *Albion* was laid down, so that as far as rapidity of construction is concerned there is nothing remarkable about the vessel. But since being delivered her progress has been particularly rapid. She is fitted with the latest improvements in gunnery and machinery, and her internal fittings are of the most improved type. In addition to the usual economies she is fitted with special evaporators for using up exhaust steam. The heat obtained from these is utilised to work the auxiliary machinery, whereby the consumption of coal is materially decreased and the efficiency of the boilers increased. She is also supplied with Marconi's wireless telegraphy apparatus, and it is stated that she will be the first vessel on the China station possessing this method of signalling. Altogether the *Albion* has left Chatham a credit to the Dockyard and the nation."

Mr. Brodick, speaking on the 10th ult. at the 15th annual banquet of the National Union of Conservative Associations, made the following reference to China:—"Those who say that the Government are afraid of their responsibilities may perhaps have forgotten or overlooked that, with this great charge upon us, a charge out of all proportion to what anybody expected, there was suddenly forced upon us the duty of maintaining our trade in China—to which every other nation in the world which was interested could give its undivided attention, and to which we were determined that if we had to enter the lists at all—which lists we did not open—to any other Power. I think, when the history of China comes to be written, it will be found that we came out of that struggle without any indication that we had any interest in South Africa which prevented us putting out our fullest strength. I should like here to pay a tribute to the Governor-General and Government of India for the way in which they interpreted their Imperial obligations in the widest sense and made it possible for us by their assistance to show how immense and world-sweeping was the influence which Great Britain can bring to bear on any part of the globe."

The *Globe's* St. Petersburg correspondent wrote on the 1st ult.:—"With the addition to the squadron of the ironclad *Peresvet* and of two torpedo transports of new type, the Russian Pacific Squadron will be the largest in the waters of the Far East. The greater part of the vessels are new, and they belong to the best that can be found in the Russian Navy. The *Peresvet* is a first-class armoured cruiser, two second-class armoured cruisers, seven sea-going gunboats, two torpedo transports, five sea-going torpedo destroyers and a flotilla of torpedo-boats. The total displacement of the squadron will be 143,527 tons, and its armament will consist of 216 heavy guns, and of 688 smaller quick-firing guns. The heavy guns comprise 20 12-in., 4 10-in., 4 9-in., 24 8-in., and 164 6-in. guns."

The *London & China Express* of the 12th ult. says:—"Some interesting facts as to the current prices of caries from China may be gleaned from the catalogue of the Woodbury Gallery, 87, New Bond-street, where a collection of remarkable lot articles from Peking is on view. One valuable lot of eight pieces of pure jade taken from the Emperor's desk in the Forbidden City of Peking is priced at £45, while a bronze incense-burner inlaid with silver and gold, used by the Emperor of China for devotional purposes, is considered a bargain for £50. For another remarkable bronze vase, 800 years old, inlaid with silver and gold, and used with its fellow as flower-stands on either side of the Emperor's Throne, the sum of £27 10s. is wanted, and for an imperial robe and collar, formerly the property of the Emperor, £225 is asked. A book from the Emperor's pen on 'subject, An Essay from the Emperor's pen on one of the Provinces' is valued only at £7 10s. The 'lot' it seems, 'acquired by a newspaper correspondent from Russian soldiers,' and its authenticity is guaranteed. The Russian soldiers—the useful scoundrel in this disgraceful episode—did their work apparently very completely."

The charter for the City of Manila came into effect on the 7th inst.

During the year ended on the 1st inst., 121 murderers and outlaws were hung in the Philippines.

The following appointment has been announced at the Admiralty:—Lieut. A. W. Kerr to the *Glory*, July 15th.

The *London and China Express* of the 12th ult. contains a strong and on the whole just appreciation of H.E. Tao Ma, Viceroy of the Kwang provinces.

The Russian Imperial Geographical Society is sending an expedition to the Pamirs under the leadership of Dr. Fedashenko, a University teacher.

Captain Mortimer O'Sullivan was due to be the guest of the Manchester Chamber of Commerce at the end of the month, at dinner, and to deliver an address on the China Question.

M. de Witte has postponed his projected visit to Manchuria until next spring, partly on account of his health and partly because of the state of the country. He spends the summer at Wiesbaden.

Inspector-General J. W. Fisher, service papers state, is to be relieved of the medical charge of the Royal Naval Hospital at Plymouth by Inspector-General T. Bolster on his return home from the China station, where he gained much practical experience during the war.

The P. and O. steamer *Malta*, lying in the Royal Albert Dock, was found to be on fire on the night of the 8th ult., and the services of several outside fire-engines were requisitioned before the outbreak was subdued. Considerable damage was done to the second hold and to a portion of the cargo.

A distinguished journalist, and one who, in the early fifties, was known as the "American Pre-Raphaelite," passed away recently in the person of Mr. W. J. Stillman. The deceased's career was a particularly interesting one, for he gave up art to enter the Consular Service of the United States, and finally settled down to a journalist's life, noting for many years as Rome correspondent of the *Times*, and not resigning his post until he had reached his 70th birthday. It was while Consul in Crete that he closely identified himself with the Cretan cause. In earlier years he became associated with Kossuth and the Hungarian movement for independence.

The *Bulletin Economique de l'Indo-Chine* gives some figures of the trade of Indo-China in 1900, which show that the commercial movement has attained 341,650,772, during 1900, being an increase over the previous year of \$9,410,107. It is the most important increase that has taken place, largely surpassing all previous increases since 1891. During the last decade (1891-1900) the commercial movement of Indo-China has passed from 136,437,358, to the amount mentioned above, which means an augmentation of 145.6 per cent. bearing mostly in the last four years. Imports have attained 115,465,877, being an excess over 1899 of 70,590,000.

Advices from Paris state that M. Klobukowski will return to Bangkok in August. It is put forward that his mission consists mainly in obtaining for France economic privileges equal to those of other nations in the Mekong zone in accordance with the promise the King of Siam personally made to M. Doumer, Governor-General of Indo-China. The *Petit Parisien*, referring to the question, says that M. Klobukowski's mission is a particularly delicate one, as Siam has violated her moral engagements to France by permitting English troops to trespass in the buffer State. We are unaware of what this consists, but as Siam is an independent state she has as much right to grant such a permission to a friendly power, on cause shown, as say, Switzerland.—*L. & C. Express.*

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TELEGRAMS.

REUTER'S SERVICE.

London, 10th August.

BOERS ACTIVE IN SOUTH AFRICA. Lord Kitchener reports that a blockhouse near Brandfort, Orange River Colony, was rushed and captured by the enemy, after severe fighting, on Wednesday night. Kitchener's commando of four hundred men, badly mounted, has crossed the railway to the south of Conwy, Cape Colony.

London, 11th August.

CHINA EXPEDITION HONOURS AND PROMOTIONS.

The *China Gazette* publishes the following honours and promotions in connection with the China Expeditionary Forces:—Sir Claude Macdonald, Colonels Reid, Barrow and Doward, and Sir Forth Singh are appointed Knights Commanders of the Bath. Sir Norman Stewart, Generals Cummins and Lorn Campbell, Colonels Boakey, Gardie, Tipping and Bertie, Majors Bond and Ramsay, are appointed Companions of the Bath. Major-General Gascoigne is appointed Knight Commander of St. Michael and St. George. Commanders Connor, New South Wales Contingent, and Tickle, Victoria Contingent, are made Companions of St. Michael and St. George. Commander Elderton, of the Royal Indian Marines, Majors Johnston, Royal Artillery, and Percira, Grenadier Guards, Captains Phillips, Griffin and Rowcroft, Lieutenants Gausson and Bainbridge, Indian Staff Corps, Captains Pell of the Queen's, Poole, East Yorkshires, and Walwyn, Royal Welsh Fusiliers, receive the Distinguished Service Order. General Gascoigne is promoted to Major-General, and the Maharaja Sindhia is appointed Aide-de-Camp to the King.

The following have received promotion:—Lieutenant-Colonel O'Sullivan, Royal Engineers, Woon and Pollock, Indian Staff Corps, Majors Johnston and Luke, Royal Marines, Swan, Bower, Tilloch, Mackenzie-Kennedy, and Vaughan, Staff Corps, St. John, Royal Artillery, Kos, Army Service Corps, Captains Norrie of the Middlesex Regiment, Gwynne, Royal Welsh Fusiliers, Lee, Royal Engineers, Jernyn, Shaw, Brockham, Napier, Bingley, and Vaughan of the Staff Corps, Wray, Royal Marines, and Veterinary Captain Hazleton.

The following receive the Medal for distinguished conduct in the field:—Sergeants Murphy and Preston, Corporals Johnson and Gwynne, and Private Myers of the Royal Marines, Sergeant Taylor, and Privates Crow, Dodson and Jackson, Royal Welsh Fusiliers, Haydar, Roskhan, Hongkong-Singapore Battalion, and Artillery Sergeant Gidlenkree of the Chinese Regiment.

The following Indian honours are also announced:—Major-General Gascoigne to be Knight Grand Commander of the Indian Empire. The Maharaja of Bikanir to be Knight Commander of the Indian Empire. To be Companions of the Indian Empire:—Colonels Rainford, Bedford, Scott-Moncrieff and Waddell, Majors Watson and Scott, Lieutenant Asafkhan, of the Malor Kotla Sappers, Subadar-Majors Sardarkhan, Hongkong Regiment, and Yasinkhan, 24th Bengal Infantry.

To be a Companion of the Star of India:—Colonel Richardson of the Indian Staff Corps.

LATER.

OBITUARY.

Signor Crispi, the Italian statesman, is dead. GREAT IRON AND STEEL STRIKE IN AMERICA. The general iron and steel strike declared by the American steel-workers has begun. The Labour Federation and Mine Workers Organisation are supporting the strikers.

THE LATE EMPRESS FREDERICK. The remains of the late Empress Frederick have been removed to Cronberg Church, where they will rest temporarily. An impressive service was held yesterday.

THE PARROT AND THE DUKE. The *Daily Mail* Melbourne correspondent says:—"The Duke of Cornwall and York, when on shooting on the Delamere estate in Victoria, last during his recent visit in Victoria, was attracted by the vociferousness of a patriarchal cockatoo—a large Rous-leeked sulphur-hued specimen—which had apparently made the very utmost of its opportunities to acquire the English language, such as it is spoken in the bush."

"Good old Bob! Well done, Bob! Well done! Good Bob!" was the startling greeting which greeted the royal sportsman as he passed along under the tree on which "society" was perched. Of course, his Royal Highness stood, and looked up.

"Well," came a defiant screech from above him. "Who are you, you anti-coloured son of a gun? Twig, oh! Twig! Well, I suppose you may look at the King."

Then, before the astounded and highly amused Prince could recover his equilibrium, the bird, whose language was "frequent and plentiful and free," launched forth, in a series of words, which would have caused any school-boy to be condemned to instant execution. The Duke appeared to be intensely amused by it.



## HONGKONG LEGISLATIVE COUNCIL.

## RESOLUTION OF CONDOLENCE FOR THE LATE EMPRESS.

A special meeting of the Legislative Council was held in the Council Chamber yesterday afternoon at three o'clock, to pass a resolution of condolence on the death of H.I.M. Empress Frederick, Princess Royal, there being present—

HIS EXCELLENCY THE GOVERNOR (SIR HENRY BLAKE, G.C.M.G.).

Hon. Col. L. F. BROWN, H.E. (Commanding the Troops).

Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. H. E. POLLOCK, K.C. (Acting Attorney-General).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. C. McI. MESSER (Acting Colonial Treasurer).

Hon. W. CHATHAM (Acting Director of Public Works).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. C. P. CHATER, C.M.G.

Hon. T. H. WHITEHEAD.

Hon. J. DUNN.

Hon. J. BELL-IRVING.

Hon. Dr. Ho Kai.

Hon. WRI A YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

The minutes of the previous meeting of the Council having been read and approved, His Excellency said—Honourable members of the Legislative Council of Hongkong, I have summoned you to-day to discuss a resolution expressing our respectful sympathy with His Majesty the King and His Imperial Majesty the German Emperor on the death of the Dowager Empress Frederick of Germany, Princess Royal of England. When in those sad days in January the son and grandson met at Osborne to mingle their tears over the death of our great Queen, we did not expect that within eight months the two august monarchs would once more meet themselves involved in a common sorrow at the death of a beloved mother and sister-in-law. The death of the Dowager Empress Frederick has placed two nations in mourning and has touched millions of German and British hearts with a common sentiment of sympathy. England has not forgotten the infinite charm of the Princess Royal with her far-reaching sympathies, and history will do justice to the great abilities and admirable qualities of the Dowager Empress Frederick and to the gentle fortitude with which Her Majesty bore in her later years afflictions and sufferings from which no human being, however exalted, is exempt. To us the melancholy yet present itself of tendering to His Majesty the King and His Imperial Majesty the German Emperor our respectful condolences, and I beg to propose for your acceptance the following resolution—

"That the members of the Legislative Council of Hongkong desire humbly to express to His Majesty the King and His Imperial Majesty the German Emperor the sorrow with which they have received the intelligence of the death of the Dowager Empress Frederick of Germany, Princess Royal of England, and their deep sympathy with their Majesty in their bereavement."

The Hon. C. P. CHATER said—Your Excellency, I beg to second the resolution, and in doing so I am convinced that I represent the wishes of the community in general, including the Chinese. The loss sustained by His Majesty the King is a severe one, and the King has lost a dear sister, and the Emperor his beloved mother. The death of the Empress Frederick has been felt deeply in both Great Britain and Germany. As Princess Royal of England she made herself very popular, and in the Fatherland she very soon earned the esteem and affection of the people. In this colony, sir, we have a large German community, and we unite with them in condoling with the Sovereigns of the two countries in their great loss. This is the second time within the present year that the two nations have been drawn together by calamity. Let us hope that the feeling of sympathy and friendship will go on, deepening and broadening, not by losses of this kind, but by a forward movement of growing mutual regard, the result of better acquaintance. With these remarks, sir, I beg to second the resolution.

The resolution was accepted unanimously, and the Council adjourned sine die.

## POLICE COURT.

Tuesday, 13th August.

Before Mr. HAZELAND.

A DISORDERLY SOLDIER.

Private Robertson, R.W.F., and himself in a suit of civilian clothes, the worse for wear, but unfortunately for any plans that he may have formed to escape the monotony of a soldier's life in "garrison" at Hongkong, he got drunk, became disorderly, and was taken up by European P.C. 59.

Yesterday morning when he woke up, repenting of his escapade, he acknowledged himself a deserter from the Royal Welsh Fusiliers. The matter was communicated to the military authorities, and soon an escort came to the Central Station with a suit of regimentals for the deserter.

For being drunk and disorderly, he was fined \$3 or eight days. His other offence will be dealt with by the military authorities.

DAMAGING A RICKSHA.

Mr. Tooker, Acting Assistant Director of Public Works, charged a rickshaw with damaging his ricksha to the extent of \$5.

Mr. Tooker was being driven along Bonham Strand on Monday afternoon, when a truck pushed by defendant came the opposite way. When passing the ricksha, defendant swerved his truck toward the side on which the ricksha was, and before either could be stopped, ran into the latter, bending the axle, and generally damaging the vehicle to the above-mentioned extent.

Defendant was sentenced to pay a fine of \$1 or seven days, and \$5 in addition to Mr. Tooker. The money was paid promptly.

UNLAWFUL POSSESSION OF OPIUM.

A Chinaman for being in unlawful possession of 470 ounces of sugar, valued at \$28, was fined \$25, or six weeks' hard labour.

BEFORE MR. KEMP.

A Chinese junkman was charged before his Worship with unlawfully anchoring his junk over the telegraph cables between Pok Tsai and east of Stonecutter's Island, and was fined \$10 or fourteen days' hard labour.

BEWARE.

Of the Party offering imitations of MACNIVEN & CAMERON'S PENS.

"They come as a bee and a blessing to me. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stations."

MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh.

## LATE TELEGRAMS.

NEWS VIA CAYLON.

## THE WAR IN SOUTH AFRICA.

London, 27th July.

EVACUATION OF BREMERDORP.

An official despatch states that a detachment of Steinacker's Horse occupying Bremerdorp were forced to evacuate the place on the 24th instant by a superior Boer force. They fought their way to Tembobo, a distance of 16 miles, losing 100 men.

DISAPPEARED IMPERIAL YEOMEN.

The Daily News states that 21 Imperial Yeomen refused to attend the medal presentation, and wrote to the King, stating that they had not received their arrears of pay.

## GENERAL NEWS.

## COUNTY CRICKET—THREE CENTURIES.

London, 26th July.

At Portsmouth to-day Hampshire beat Somerset by 113 runs, after declaring their second innings. Braund, for the losers, scored 111 runs.

The other county matches were drawn, owing to the rain; but two late matches distinguished themselves, Tyldesley scoring 170, and K. S. Ranjitsinhji 100, not out.

## THE KING'S NEW TITLE.

London, 26th July.

Lord Salisbury last night introduced a Bill in the House of Lords, permitting a change in the King's title, which will probably be "King of the United Kingdom of Great Britain and Ireland, and of all British Dominions beyond the Seas, Defender of the Faith, and Emperor of India." All colonies have been consulted and are agreed that a change is desirable.

ARMY REFORMS AND REORGANIZATION.

London, 26th July.

In the House of Commons last night, Mr. St. John Brodrick said he intended to apply the principle of Army reorganization in the widest way. Three Army Corps would be established at Aldershot, Salisbury, and Ireland before the end of the year. He was unwilling to abolish the Army Board. No conflict existed between the Civil and Military heads of the War Office. Recruiting, he said, was still higher than formerly.

THE LIVERPOOL CUP.

London, 26th July.

The following is the result of the race for the Liverpool Cup—

Mr. P. E. Gilpin's ch. h. Mount Prospect, by Gallicus—Cretchen, 1.

Mr. E. Carrigan's b. f. Senner Vigilant, by Carbine—Sennora, 2.

Mr. E. Bonner's ch. f. Light Comedy, by Rose Window—Gaiety, 3.

CLOSE OF THE TUBERCULOSIS CONGRESS.

London, 26th July.

The Tuberculosis Congress has closed after adopting resolutions advocating the suppression of spitting in public places and the appointment of an International Committee to collect facts and distribute advice.

THE STEEL TRUST—UNFULFILLED EXPECTATIONS.

London, 27th July.

Conference leaders of the Workmen's Association, with Mr. Morgan and the heads of the Steel Trust, are proceeding secretly to New York. A general settlement is expected.

THE AMERICA CUP.

London, 27th July.

Shamrock II has sailed for America, the steam yacht Erin escorting her.

REVISED GERMAN TARIFF.

London, 27th July.

It is believed that the Reichstag will largely amend the tariff, which even surprises the Agrarian party.

CRICKET—ABANDONED GAMES.

London, 27th July.

The matches between Sussex and Hampshire, at Eastbourne, and Lancashire and Gloucestershire, at Manchester, were drawn.

The matches between Surrey and Yorkshire, at the Oval (Lockwood a benefit), Essex and shire and Somerset at Worcester, Wores and Leicestershire, at Leyton, and Middlesex and Kent at Nottingham, were all abandoned owing to rain, not a ball being bowled.

The following is the Championship table to date—

Played.	Won.	Lost.	Drawn.	Points.	Percentage.
Yorkshire	21	16	1	4	85.25
Middlesex	8	4	1	3	80.00
Surrey	17	7	3	7	40
Lancashire	2	2	5	6	16.57
Sussex	15	6	4	5	25.0
Warwick	13	4	3	5	14.8
Hants	11	4	3	4	14.28
Notts	14	3	4	7	14.28
Essex	14	2	3	9	20.00
Gloucester	16	3	5	8	11.11
Kent	13	3	6	4	11.11
Somerset	11	3	7	1	4.00
Worcester	16	4	9	3	11.11
Leicester	14	2	9	3	11.11
Derbyshire	12	0	3	7	100.00

TEA IN PERSIA.

Calcutta, 27th July.

Mr. Foley has reached Seistan. He reports a successful journey, and recommends sending orange pekoe to Persia; four lots from different centres, preferably by the land route, because higher prices are obtained over sea-borne tea. The Russian frontier officials expressed preference for Indian tea. Mr. Foley intends sending a chest to the Shah of Persia.

FIGHTING THE MAD MULLAH.

London, 26th July.

The Mad Mullah was routed on the 17th instant, losing seventy in killed. The British lost 13 killed and 21 wounded.

OBITUARY.

London, 28th July.

The death is announced of the Bishop of Durham.

GREAT OPPOSITION TO NEW GERMAN TARIFF.

London, 28th July.

The German Roman Catholic, Radical, and Socialist newspapers oppose the new tariff as oppressive to the working man.

Vermicelli cut into little letters is a thing commonly found in modern soup. But it is not often that it saves a man from financial disaster, as it did in the following case. An American visiting England was dining in a London hotel one day during the height of the Wall-street boom. The talk turned on that subject, and the American, who had bought largely at high figures, maintained, against the general opinion, that the great prices rested on a solid business basis. Suddenly he saw in the spoonful of soup which he was raising to his lips four letters, forming the word "Sell." Some what shaken by this, for he was a man of a superstitious turn of mind, he went on with his soup in a troubled mood, until only six of the small white capsules remained floating on his plate. They spelled the word "Unsell." He hastily rising, he exclaimed himself upon a plea of indisposition, and he rushed to the nearest open telephone office. He called to his broker, ordering the immediate sale of all he held in railways. As New York time was five hours behind our own, the thing was done before the market closed. The next day the panic began. He had got out at the top of the market.

## STEAMSHIP SUBSIDIES.

EVIDENCE OF SIR ALEXANDER SWETENHAM.

The Select Committee of the House of Commons which is inquiring into the effect on trade of the granting of subsidies to steamship lines examined on the 9th ult. Sir Alexander Swetenham, late Colonial Secretary and Acting-Governor at Singapore.

In answer to the Chairman, Mr. Evelyn Cecil, Sir A. Swetenham said he had been part of his duty to watch the course of trade with the Straits Settlements with a view to ascertaining whether British trade was holding its own. He gave the committee the figures showing the entries at Singapore in the years 1886 and 1899. The tonnage under the Belgian and French flags had made no progress between those two years, the German tonnage had more than doubled, the Japanese had increased 90-fold, and that of the United Kingdom had increased 22 per cent. In the case of Hongkong, American and German tonnage had nearly doubled, and French had made but little progress. The figures of the United Kingdom were 3,331,000 tons in 1886 and 4,362,000 tons in 1899. Proceeding to deal with the twenty ports of China, the witness gave the figures for the years 1888 and 1900, which showed that the trade of France with these ports amounted in 1888 to 125,000 tons and in 1900 to 281,000 tons, of Germany to 310,000 tons and 635,000 tons, and of Japan to 150,000 tons and 774,000 tons, and of the United Kingdom to 2,019,000 tons and 3,240,000 tons. In explanation of the great increase in the Japanese figures, he pointed out that Japanese coal was very largely superseding English coal at Singapore. The want of progress in French trade was due partly to the fact that the French trader was not so clever as the German, and partly to the limiting effect which the protective policy of France had upon her foreign trade. The same tariff which was imposed on goods entering France was imposed on goods entering her colonies.

By Mr. Cecil—He did not doubt that the increase in foreign trade was due largely to subsidies. The increase was probably started by them. They had diminished British trade in the Far East, and had not only created new trade. Whether subsidies to English steamers would have a remedial effect would depend on the action of the shipping lines.

By Colonel Kopper—Whether the taxpayer would get full value for any subsidy paid depended on whether the company receiving the subsidy was managed in a businesslike manner. An investigation made by the Austrian authorities showed that they were not getting value for their money.

By Colonel Denny—Germany had been building and was now building boats in order to get as large a share as possible of the trade on the Yangtze.

Asked by Mr. W. Reimond whether he considered that subsidies were the cause of the most rapid development of the trade of some foreign countries, the witness said that so far as the region about which he had been talking was concerned, the British were first in the field; they had a very large amount of shipping in their possession, and other things being equal their trade ought to have developed at the same rate as that of others, if not faster. But certain foreign countries had increased their trade much more rapidly and effectively than they had, and it was found that they were paying subsidies.

In further examination by the Chairman, the witness explained the working of the Shipping Conference formed in 1897 in the Far East trade. The object of the conference, he said, was to raise freights, and it had been very successful in doing so, but it had certainly damaged Great Britain. By far the largest number of tramps were owned by this country, and they had been absolutely boycotted by the conference. English cargo was generally brought to Singapore by tramp, but they could not get to Singapore at a great deal more than it ought. Again, the conference would not allow anything to be sent via the Cape. If subsidies were granted by the British Government, they would forward the interest of the conference quite as much as any other interest. It would enhance the profits of members of the ring, but would not benefit the public at all. It would simply be throwing so much more money into the pool.

The committee adjourned.

## THE VLAKFONTEIN ALLEGATIONS.

In an article on the 12th ult. headed "Hushing up the Murders," the Daily Mail says—After waiting until proof has been put before the public that the Boers murdered wounded British officers and men after the battle of Vlakfontein, the Government were forced last night to admit, on the evidence of Lord Kitchener, that the statement of our war correspondent, Mr. Edgar Wallace, was not only true, but that they had been concealing the facts from the country since June 11 last.

Were it not that the whole terrible episode exhibits the intense desire of the Government to patch up peace by conciliating the Boers in South Africa and the pro-Boers in England, the action of their mouthpiece, Lord Stanley, in the House of Commons on Monday last, when he threatened our correspondent, Mr. Edgar Wallace, that he would be "most severely dealt with," would appear to be inexplicable.

Not the least of the many ugly facts surrounding this sinister story is that while the Government were withholding from the people the news of the murders they were sending out another of their several peace emissaries to the Boers by allowing General Buller to send a cipher telegram to ex-President Kruger with the result that Mr. Kruger administered a snub to them in the form of a reply telegram to Botha, telling him, in effect, that if the Boers persisted in their guerrilla warfare the British Government would, in course of time, give way.

The Vlakfontein story is, however, a small portion of the policy of concealment now being carried on by the Government.

The Daily Mail has abundant evidence that almost the whole theatre of war in South Africa is in a much worse condition than the public is allowed to know.

The state of affairs in Cape Colony in particular is, after one year and nine months of warfare, of the most serious nature, and almost entirely to the belief among the Dutch that our constant efforts to pacify the enemy prove that we are tired of the war.

While the Government is constantly saying in public, as Mr. Brodrick did two nights ago, that the war will be fought to a finish, they are, as the country is now well aware, continually making offers of peace to the Boers.

To quote our courageous war correspondent, Mr. Edgar Wallace, "Why must not the correspondent say by telegram that we have burnt a farm from which a patrol was sniped? Why must he not tell you that British columns are making the Eastern Transvaal uninhabitable? Are you so falsely sensitive that you give your sanction to a war of which you cannot countenance the terrible incidents, or is it that the

## strongest Government of Other Times lives in the fear of an Irish opposition?

"Why must you not be told that our wounded soldiers were brutally murdered? Is it because you would rather think of them as having fallen in action—a wish to spare your feelings? Or is it that your knowledge of the character of the man who would block the way of pet conciliation schemes that are ready to plaster up the ragged ends of an unfinished war?"

"Why are the comings and goings of conciliating counsels, the private meetings of Boer commandants and mutual friends kept secret?"

"Because the Government knows you are sick to death of these wordy engagements that end nowhere, that you want a fight to a finish. You have opined that the soldiers on the field are stale; you are mistaken. It is the Government that has grown stale, the fearful, timorous, speech-making Government, so dear to the applauding, unsuspicious electorate: so cheap to the wily Boer, who is waiting for his peace at almost any price."

## MR. W. KESWICK AND A COPPER COMPANY CASE.

The following two actions were heard before Mr. Justice Farwell in the Chancery Division last month:

Cackett v. Keswick.—The action was brought by Mr. J. T. Cackett, an architect, of Newcastle-on-Tyne, and a shareholder in the amount of £3,000 in the Panuco Copper Company against Mr. William Keswick, M.P. for the Epsom Division of Surrey, and a partner in the firm of Matheson and Co. in the City, and other Directors of the Panuco Company, to recover damages on the ground that he was induced to take the shares on the faith of a prospectus which omitted material particulars as to a contract entered into by the company. The defence, shortly, was a denial that the prospectus was misleading, and a statement that a waiver clause it contained destroyed the plaintiff's right of action. It was said that there were many other cases of a similar nature down in the list, and that this was a kind of test action, and its decision would govern the remaining actions, provided the Court should hereafter think fit to make an order to that effect.

Mr. Justice Farwell, having reviewed the facts at length, and the authorities bearing on the subject, said he was of opinion that the plaintiff had made out a case against the defendants, and he would be entitled to damages, which would be the difference between the actual price he paid for the shares and their real value at the time. He directed an inquiry to ascertain what that amount should be.

Baty v. Keswick.—This action was brought by Mr. J. A. Baty, who carried on a banking business in Newcastle in connection with cattle dealers and butchers, against the same defendants. The plaintiff complained that he had been induced to underwrite 250 shares in the same company on the faith of the statements in a preliminary prospectus which had been shown him before the ordinary prospectus was issued to the public and prior to the Company being formed.

Mr. Justice Farwell, in giving judgment, said it differed from the first action in regard to the facts. Here the plaintiff had been induced chiefly by the names on the prospectus, and had not, according to his own admissions, read it through. He therefore came to the conclusion that he had failed to substantiate his claim, and he must give judgment in favour of the defendant.

The action was accordingly dismissed, with costs.

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST AUGUST, 1901.

LEVEL.	1900.	1901.
Tytam	0 ft. 1 in. 36 ft. 4 in.	
Pokfulam	1 ft. 0 in. 15 ft. 0 in.	
Wongmichong	0 ft. 0 in. 45 ft. 0 in.	
STORAGE GALLONS.	1900.	1901.
Tytam	385,520,000	145,260,000
Pokfulam	68,200,000	34,000,000
Wongmichong	30,387,000	000
Total	484,107,000	179,260,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JULY.

1900.	1901.
Consumption	122,795,000 128,131,000 gallons
Estimated population	207,000 213,900

Consumption per head per day 19.1 19.4 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JULY.

1900.	1901.
Consumption	8,717,000 13,245,432 gallons
Estimated population	28,300 37,000

Consumption per head per day 9.9 11.6 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

The Morning Post gives an interesting account of the investigations of Captain R. E. Ross, M.B., civil surgeon of Malakka, Burmah, into the origin of the tropical disease known as beriberi. He attributes it to a microscopic fungoid growth, or germ, which he has found in rice and in the husk of rice, and in the rice liquor which coolies and Sepoys drink. It is pointed out that, obviously enough, when the poisoned beer or break was raging in Manchester not a few individuals discovered marked resemblance between the symptoms and those of beriberi. At the same time it was remarked by others that there was a well-known disease in the southern portion of Europe amongst the poor people who consumed large quantities of maize, arising from a mouldy condition of the grain. The symptoms were strikingly similar to those from arsenical poisoning, and it was suggested that much of the poisoning at Manchester might be due not to the mineral but to the employment of bad maize in the beer constituents. Mouldy maize and mouldy rice seem to produce similar ill-effects. It is strange that the poison set off by a vegetable fungoid growth should be so similar to some have alleged to the effects of arsenical poisoning.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritive virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes hair-scurf, harshness, dizziness, prevents the hair being injured by illness, and should always be used for children's hair, or other article intended for a beautiful and glossy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists.

1364-3

THE P. & O. S. N. Co.'s Steamship

"MAZAGON."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Godown Company, where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From Persian Gulf, ex s.s. B. I. S. N. and D. & P. S. N. Co.'s Steamers.

Goods not cleared by the 16th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendant

Hongkong, 10th August, 1901.

## "MOET AND CHANDON."

The CHAMPAGNE which has taken the lead for a century.

Try their

## DRY IMPERIAL

VINTAGE 1893

FINEST EXTRA QUALITY

DELICIOUS FLAVOUR

EXQUISITE BOUQUET

1 Doz. Bottles ... .. \$47.00

2 Doz. Bottles ... .. 49.00

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 9th August, 1901. [1616]

FOR SALE.

## THE GERMAN STEAMER

"MUENCHEN,"

4,536 Tons Gross, 2,855 Tons Nett.

as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition. With all her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD.

Hongkong, 29th June, 1901. [1619]

NOTICES TO CONSIGNEES.

STEAMSHIP "TAIFU,"

FROM CHIFU.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees







## TO LET.

## TO LET.

**GODOWN**, No. 5A, DUNDRELL STREET  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 5th July, 1901. [1092]

## TO LET.

**THE GODOWN** in WEST POINT (Kowloon) known as "Feather Factory," now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
**LAUTS, WEGENER & CO.**  
Hongkong, 9th July, 1901. [1730]

## TO LET.

**IMMEDIATE POSSESSION.**  
**1 LARGE and WELL-VENTILATED ROOM**, with BATHROOM, at No. 37, CAINE ROAD.  
Apply to—  
**R. J. REMEDIOS,**  
Mercantile Bank.  
Hongkong, 25th July, 1901. [1807]

## TO LET.

**FURNISHED** for Two Months, from 15th August, No. 3, CAMERON VILLAS.  
For particulars, apply to—  
**TURNER & CO.**  
Hongkong, 10th August, 1901. [2038]

## TO LET.

**"EASTLEY" UPPER RICHMOND ROAD**, Nos. 3, 5 and 6, RICHMOND TERRACE.  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st August, 1901. [1935]

## TO LET.

**HOUSE** No. 3, LOWER CASTLE ROAD.  
Apply to—  
**T. EDWARDS,**  
No. 22, Stanley Street.  
Hongkong, 9th August, 1901. [2024]

## TO LET.

**"FERNSTIDE" No. 37, ROBINSON ROAD.**  
Apply to—  
**S. A. RAMJAHN,**  
Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1937]

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**No. 7, GRANVILLE AVENUE, KOWLOON.**  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LD.**  
Hongkong, 12th August, 1901. [1134]

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**No. 8A, QUEEN'S ROAD CENTRAL.**  
Apply to—  
**KWONG CHEONG WO,**  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

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**TWO EUROPEAN HOUSES**, Nos. 18 and 20, LUNNON HILL ROAD.  
Apply to—  
**HONGKONG & KOWLOON LAND & LOAN COMPANY, LD.**  
No. 8, Queen's Road West.  
Hongkong, 7th August, 1901. [1908]

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Hongkong, 13th July, 1901. [168]

## TO LET.

**No. 1, STEWART TERRACE**, the PEAK.  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 17th July, 1901. [1799]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**  
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Hongkong, 20th September, 1900. [1869]

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Hongkong, 13th April, 1901. [1811]

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## LIFTER'S LOVE STORY.

## BY WILLIAM WESTALL

(Author of "Red Ryeington," "Frost Money," &c.)

Lifter's father was a tinker and a "lad lo."

One Saturday night, being very drunk, he took his son Jack to the circus, and tossed him up and let him fall on the floor, so injuring the child as to endanger his life and retard his growth. Instead of growing to be six feet something in his stockings, as being naturally robust and big-boned, he might have done, he was never more than four feet nothing in his shoes. Worse still he was deformed, one shoulder being higher than the other, his head tilted backward and his chin held in his hand, and he was as healthy as a Highlander and as nimble as a cat, and though plain not ugly, for such beautiful brown eyes as heaven had given the lad would have made even the missing link look human.

Jack had a hard upbringing. When he was three years old his father died, and a good ridance. Ten years later his mother followed suit, which was a great misfortune for her son, her disappearance leaving him quite alone in the world and without a kith or kin, and if a local tradesman had not given him board and lodging, and a sort of return for his services as an errand boy Jack would have had to go to the workhouse. When this resource failed him he got work in a brickfield, where he gave satisfaction, for though short he was strong and could carry a greater weight of bricks than any lad of his age.

This was in summer. In winter he had worse luck; and one exceptionally hard season, work in his native place falling utterly, he went on the tramp, and late on a dark January afternoon arrived in a northern village, where he fell in with a clergyman, who, struck by his wan face and short stature, questioned him.

Jack told his story, and the vicar, for such he was, being a good soul who did not hold that waifs and wanderers are necessarily rogues and vagabonds, gave him a square meal and the price of a night's lodging, and the next day found him a job, or rather, two jobs—blowing the bellows of the church organ on Sundays and the bellows of the village smithy on week days, and making himself generally useful. For these services he was to have one shilling a week from the parson and one from the master smith (whose name was Smith), night quarters in a loft and his food.

In course of time came promotion as well as the church as the vicar. The vicar, finding that Jack had a fine bass voice, put him in the choir, and the smith finding that he was strong, made him a smith's apprentice. It was a sight to see the little man, only about twice the height of the smith's anvil, whirling the great sledge hammer round his head and striking showers of sparks from the glowing iron. He delighted in feats of strength, and so developed his muscles by exercising himself with weights, that he could play with "fifty-sixes" as though they were toys.

While Jack was a boy his peculiar physique had not greatly troubled him. There was a chance of his growing—when he became a man, but he would grow no more except in years, and possibly in breadth, his shortness weighed on his spirits; the curious, too often impatient, glances which he encountered were torture to him. Pity hurt him as much as scorn, and a naturally fine disposition was in danger of being turned to gall and bitterness.

From this danger the consciousness of his bodily strength saved him. If he was the smallest man in Fernthorpe, he was also the strongest and not the least sharp-witted. True, the girls eyed him askance and not one of them would have been seen walking out with so ungainly a sweetheart. But the men respected him because they feared him.

Once a burly waggoner, with whom he had a dispute as to the shoeing of a horse, said, that if he did not mind what he was doing he would put a lump on Jack's face as big as the one he had on his back.

Without a word, Jack threw one of his arms round the fellow's neck and with his legs, and doubling him up as he was, the strong man on the floor, where for several minutes he lay breathless.

"You'll keep a civil tongue if your head next time, I reckon. A man as can lift a horse as best two or three like you," quoth the master smith, when the waggoner had recovered his senses.

It was seldom indeed that aught out of the common ran befall at Fernthorpe, and when it was made known by the villagers that a circus was coming, the villagers were greatly excited.

Among other attractions mentioned in the bills were feats of strength by the strongest man in the world, and a performance entitled "Beauty and the Beast" by the Senorita Catalina Juanita, the famous lion-queen, and Nero, a magnificent specimen of his race from the wilds of Africa.

It was a chance that rarely occurred, as the posters put it. All Fernthorpe went, of course, and so many people came from the region round about that the tent was quite full.

After the usual equestrian feats, Hercules, the strong man, appeared, and did wonderful things with weights and iron bars. As a grand finale these were piled in a pyramid on an iron-bound board, which might have been raised from the ground and held above his head.

Then the circus master (whose name was Parrot), said that nobody, but Hercules had ever lifted so great a weight, and offered to pay ten pounds to any man present who would raise the board, with its load, a foot from the ground.

Lifter had been watching the proceedings with great interest, leaped lightly over the barrier.

"You!" exclaimed the circus master, regarding him scornfully from his height of six feet two.

"Yes, me," answered Jack serenely.

"If he does it I'll give him five pounds out of my own pocket," said the strong man with a sarcastic laugh.

Jack threw off his coat, and bending to the task not only raised the board a foot from the ground but high above his head.

The spectators howled with delight; Hercules and his master exchanged glances of dismay.

"Well, you have done it, there is no doubt about that. We will settle with you after the performance, or to-morrow morning," said the circus man grudgingly.

"Now!" Now! shouted the spectators, whereupon, after few whispered words with Hercules, he forked out three five-pound notes, and handed them to Lifter, who felt as though he had come into a great fortune.

"The next item in the programme is Beauty and the Beast," announced the circus master; then shouted, "Bring forth Nero the lion!"

Amid a blare from the band, a huge cage, mounted on a lorry drawn by four horses, was brought into the ring. The cage looked quite big enough to eat either the circus-master or the strong man.

A carpet-covered step-ladder was set before the cage, and the next moment Senorita Catalina Juanita tripped into the arena; and after

outsteering right and left glided into the lion's den through the cautiously half-opened door. Lifter's surprise was unexpressed. Never before had he beheld or imagined loveliness so great or daring so audacious. A tall sylph-like brunette was the senorita, with large black eyes, a passable complexion, not however without a trace of rouge, brilliant teeth and features that some people might not have considered either classical or refined. But Jack had not been bred in a fastidious school; he thought her beautiful beyond compare, and in his opinion the girl's rather light and airy costume, wherein bright colours predominated, and the "property" crown which encircled her brows, enhanced her charms. In short Jack had fallen in love. Catalina put Nero through his paces with perfect sang froid, showing neither hesitation nor fear, patted him on the head, made him raise first one paw and then another, and jump over her whip. Then she held in her hand paper-covered loops through which Nero bounded at her bidding, and otherwise behaved as a well-bred beast in the presence of beauty ought to do.

The spectators, who had followed these proceedings with intense interest, hailed Catalina's exit with a burst of applause, which arose quite as much from a sense of relief that all was well over, as from admiration of her courage and address.

On the following day as Jack was returning from church, after morning service, deep in thought, he felt a tap on his shoulder and looking up beheld the circus master.

"Can I have a word with you, Mr. Lifter?" he said; then without waiting for an answer, added—"Would you like to make your fortune?"

"Rather, if I only knew how," responded Jack, who supposed the gentleman was chaffing him.

"I can tell you how. Join my company."

"Join your company?"

"Yes, I believe you are stronger than Hercules, and with proper training will be able to do more than he can. Anyhow, I am prepared to give you two pounds a week and pay all travelling expenses."

"To go about with you?"

"To go about with us, and give exhibitions of your strength and perhaps do other things."

"Does the lion always go about with you?"

"The circus master smiled. "Of course. Beauty and the Beast are a sure draw. Well, what do you say? Two pounds a week, and a year's engagement?"

Jack said yes—he would have gone about with Beauty and the Beast for less than nothing, had that been possible—and agreed to join the company at daylight next morning. When the master smith and the vicar heard that their protégé was going to turn "mountain back and travel with a show," as the former put it, they were much distressed and tried hard to dissuade him from his purpose. But quite in vain, the young fellow was immovable, and on the following day went off with the company.

He proved an apt scholar, and by dint of continual practice, under supervision, so increased his already phenomenal strength as to become not only a great weight-lifter, but a clever acrobat. The bills described him as "The Little Wonder," and before the end of the year his part in the show was as popularly attractive as the senorita's.

(To be continued.)

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TELEPHONE, 232.  
Hongkong, 21st June, 1901. [1554]

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LONDON, &c., via Ports of Call.	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 20th inst.
LONDON	STENTOR	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 3rd September.
LONDON	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 7th September.
LONDON	IDONEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 17th September.
LONDON	AXAN	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	About 15th September.
LIVERPOOL DIRECT	ONHES	Ger. str.	2 m.	C. Polack	Melchers & Co.	On 21st inst.
IREMEN, via Ports of Call.	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	OCEANIAN	Fr. str.	2 m.	Schmitz	Messageries Maritimes	On 27th inst.
MARSEILLES, &c., via Ports of Call.	ALEXANDRIA	Ger. str.	2 m.	Reortien	HAMBURG-AMERIKA LINIE	On 30th inst., at 1 p.m.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Porzilius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Williamsou	DODWELL & CO. LIMITED	About 19th inst.
HAVRE & HAMBURG	HEATHBURN	Brit. str.	2 m.	Kendall	SHAW, TOMES & CO.	To-day, at Noon.
NEW YORK via SUEZ CANAL	ARARA	Amr. ship.	2 m.	Forst	CARLOWITZ & CO.	Quick despatch.
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NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amr. ship.	2 m.	Forst	SHAW, TOMES & CO.	On 28th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	To-day, at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	H. Barker	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	J. W. Ekstrand	TOYO KISEN KAISHA	On 24th inst., at Daylight.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	J. W. Ekstrand	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	DORIC	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	STRATHAYLE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	YUKONIA	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On or about 26th inst.
YOKOHAMA via SHANGHAI & KOBE	FORNOSA	Brit. str.	2 m.	C. J. Benton, R.N.R.	SANDER, WHEELER & CO.	On 18th inst., at Daylight.
YOKOHAMA & KOBE	CHINA	Amr. str.	2 m.	A. Leva	SANDER, WHEELER & CO.	On 16th inst., at Noon.
YOKOHAMA	FLANDRIA	Ger. str.	2 m.	Eichbaum	SIEMSEN & CO.	To-day.
YOKOHAMA	COLONIES	Brit. str.	2 m.	Zollner	P. & O. S. N. Co.	On or about 17th inst.
KOBE DIRECT	PERIN	Brit. str.	2 m.	F. J. Fox	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
KOBE	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 14th inst.
KOBE & YOKOHAMA	KASHIWA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
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TIEN-TSIN	LYNNHORN	Ger. str.	2 m.	C. J. Benton, R.N.R.	SIEMSEN & CO.	On 21st inst.
SHANGHAI	NANKIN	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 24th inst.
SHANGHAI	CHANGSHA	Brit. str.	2 m.	C. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On or about 14th inst.
SHANGHAI	TAIPEI	Ger. str.	2 m.	C. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	C. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	MITSUBI BUSSAN MARU	Jap. str.	2 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	On 28th inst., at Daylight.
SHANGHAI	AMING MARU	Jap. str.	2 m.	S. Aizumi	MITSUBI BUSSAN KAISHA	To-day, at Noon.
SHANGHAI	DAIJI MARU	Jap. str.	2 m.	K. Sobajima	MITSUBI BUSSAN KAISHA	To-day, at Noon.
SHANGHAI	YUEN-SANG	Brit. str.	2 m.	R. J. Rattenbury	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
SHANGHAI	DIARANTE	Brit. str.	2 m.	Matovich	SHAW, TOMES & CO.	On 16th inst., at 5 p.m.
SHANGHAI	MELBOURNE	Amr. str.	2 m.	Matovich	SANDER, WHEELER & CO.	On 15th inst., at Noon.
SHANGHAI	SUNGIANG	Brit. str.	2 m.	Matovich	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	KUMSANG	Brit. str.	2 m.	Matovich	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 16th inst., at Noon.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 16th Aug., at Daylight.
W. Townsend	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th Aug., at Noon.
YAMAGUCHI MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug., at 4 p.m.
S. Yoshizawa	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug., at Daylight.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug., at Noon.
H. Petersen	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug., at Noon.
KAWACHI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Aug., at 4 p.m.
J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 30th Aug., at Daylight.
ROSETTA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at 4 p.m.
N. Tate	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAYBURN	3,328	J. Barker	August 19th
BRANFAN	3,601	W. Watt	August 27th
DURER OF FIRE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Truebridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL  
LINE.NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONG ALBERT	WEDNESDAY 21st August
PRINZESS IRENE	THURSDAY 5th September
PRINZ HEINRICH	THURSDAY 19th September
PREUSSEN	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 30th October
KIATTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November
BYERN	WEDNESDAY 27th November
STUTTGART	WEDNESDAY 11th December
KONG ALBERT	WEDNESDAY 25th December
PRINZESS IRENE	WEDNESDAY 8th Jan. 1902
PRINZ HEINRICH	WEDNESDAY 22nd Jan. 1902
PREUSSEN	WEDNESDAY 5th Feb. 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 19th Feb. 1902
SACHSEN	WEDNESDAY 5th Mar. 1902

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONG ALBERT" of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th August; Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELOCHERS &amp; CO., AGENTS.

For further Particulars, apply to

Hon. kong, 12th August, 1901.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PANAMATTA	About 16th	Freight or Passage.
LONDON, &c.	E. T. Cook, R.N.R.	August 17th	See Special Advertisement.
KOBE	COROMANDEL	About 17th	Freight only.
SHANGHAI	P. J. Fox	August	Freight only.
YOKOHAMA via SHANGHAI and KOBE	C. J. Benton, R.N.R.	About 21st	Freight only.
(Passing through the Inland Sea)	FORNOSA	About 26th	Freight or Passage.
LONDON	BANCA	About 7th	Freight only.
	E. P. Martin, R.N.R.	September	Freight only.

For Further Particulars, apply to

H. A. RITCHEY,

Hongkong, 14th August, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
\* "TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 14th Aug. 1901  
\* "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th Aug. 1901  
\* "ATHENIAN," 3,882 Tons Comdr. H. Mowatt, R.N.R., WEDNESDAY, 4th Sept. 1901  
\* "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th Sept. 1901  
\* "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct. 1901.  
† Will also call at Amoy and Shanghai.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the CANADIAN PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes Two Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. E. BROWN, General Agent, P. & O. Street.

Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAVRE & HAMBURG	On 27th Aug. Freight.
Capt. Roerda	(Calling at Singapore and Penang)	
SIBIRIA	HAVRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzilius	(Calling at Singapore and Colombo)	
ANDALUSIA	HAVRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Capt. Forst	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK via SUEZ CANAL	End of August or beginning September.
Capt. Forst		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

## SHIPPING.

ARRIVALS.  
Aug. 12, MONGKUT, German str., 852 Götische, Bangkok 4th August. Rico.—Butterfield & Swire.  
Aug. 12, BENLEI, British steamer, 1,483 D. Clark, Mororan 4th August. Coal.—Gibb, Livingston & Co.  
Aug. 13, PELAYO, British str., 956, Duran, Singapore 6th August. Case Oil.—McBair & Co.  
Aug. 13, KORO MARU, Jap. str., 1,639 Sakurai, Mori 7th August. Coal.—M. B. Kaisha.  
Aug. 13, GANNING, British transport, 1,587, L. S. Warden, Weihaiwei 6th August.  
Aug. 13, ARARA, British str., 2,481, Williamson, Amoy 12th August. General.—Shewan, Tomes & Co.  
Aug. 13, CLAYBURN, British trapt., 2,153, J. Barker, Calcutta 1st August.

## CLEARANCES.

At the Harbour Master's Office.  
13th August.  
City of Calcutta, British str., for Amoy.  
Jornada, Italian str., for Singapore.  
Mike Maru, Japanese str., for Kobe.  
Kueiyang, British str., for Canton.

## DEPARTURES.

13th August.  
YARRA, French str., for Shanghai.  
ACILIA, German str., for Hamburg.  
PATROCLOS, British str., for London.  
KINGSTON, British transport, for Calcutta.  
TOLA, British transport, for Calcutta.  
MIKE MARU, Japanese str., for Kobe.  
BERMUDA, Italian str., for Bombay.  
VICTORIA, Swedish str., for Batavia.  
KWEIYANG, British str., for Canton.

## VESSELS IN DOCK.

12th August.  
Kowloon Docks.—Canton River, Victoria, Diamante.  
Cosmopolitan Dock.—D. J. de Austria.

## SHIPPING REPORTS.

The German steamer Mungkut, from Mororan 4th inst., had moderate S.W. monsoon throughout.  
The British steamer Bentlei, from Mororan 4th inst., had variable winds and heavy rain; very unsettled weather on the whole journey.

## VESSELS PASSED ANTER.

July 20, Amr. 4-m. barque, Erlkine M. Phelps, Graham, April 27, from New York for Amoy.  
July 20, British str., Yumei, Sanders, July 20, from Batavia for London.  
July 24, British str., Candleshoe, from the East.  
July 24, Dutch str., Prinses Sophia, Versteegh, July 24, from Batavia for Amsterdam.  
July 25, German str., Duisburg, for Batavia.  
July 28, Dutch str., Konigina Regentes, Kotting, from Amsterdam for Batavia.  
July 28, Danish barque, Prinsesse Marie, Winther, April 12, from Hamburg for Kiochau.  
July 30, French barque, Marguerite Elie, Delahay, April 11, from Daikook for Saigon.  
July 30, Norw. barque, Prince John, June 20, from Mauritius for Singapore.

## VESSELS ON THE BERTH

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

## VESSELS ON THE BERTH

## FOR KOBE (DIRECT).

THE Steamship  
"COLONIES."  
Captain Zollner, will be despatched for



# VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ORESTES"	On 15th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.

FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

(Taking Cargo at London Rates)  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 12th August, 1901. [15]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KWEIYANG"	On 17th August.
MANILA, ILOILO & CEBU	"SUNGKIANG"	On 18th August.
NAGASAKI, KOBE & MOI	"KASHING"	On 19th August.
NINGPO & SHANGHAI	"WOOSUNG"	On 20th August.
SHANGHAI	"CHANGSHA"	On 24th August.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 14th August, 1901. [16]

### EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"GUTHRIE,"  
Capt. McArthur, will be despatched for the above ports TO-MORROW, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage. This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 20th July, 1901. [1894]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADELAIDE, SYDNEY, MELBOURNE, PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"COROMANDEL,"  
Capt. F. W. Viber, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
**H. A. BITCHIE,**  
Superintendent.  
Hongkong, 5th August, 1901. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship  
"CHINA,"  
Capt. A. Leva, will leave for the above places on SUNDAY, the 18th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 12th August, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR ANPING (via SWATOW AND ANOY).  
THE Company's Steamship  
"MAIDZURU MARU,"  
Capt. K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st instant.  
For Freight or Passage, apply to  
**THE MITSUBI SHOSHEN KAISHA,**  
Agents.  
Hongkong, 8th August, 1901. [18]

NATAL LINE OF STEAMERS.  
THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CAIRO, SUEZ, and GALLIPOLI, for CANTON, every fortnight.  
For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

# VESSELS ON THE BERTH.

## U. S. MAIL LINES

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.  
Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

**GEO. ECKLEY,**  
ACTING AGENT.

Hongkong, 7th August, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
MANILA, SINGAPORE, COLOMBO, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship  
"MELPOMENE,"  
Capt. Matovich, will be despatched as above on MONDAY, the 19th inst., P.M., instead of as previously advertised.  
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Hongkong, 13th August, 1901. [6]

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
**GEO. ECKLEY,**  
Acting Agent.  
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Hongkong, 12th August, 1901. [1687]

Hanoi, French steamer, 768, Morlaix, Aug. 11, A. R. Marty	Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei
Hansa, German str., 1,200, Lorenzen, Aug. 12, Sander, Wierler & Co.	Orlando, cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burko, C.B., at Woonung
Hinsang, British steamer, 1,536, Lake, Aug. 9, Jardine, Matheson & Co.	Otter, torpedo-boat destroyer, 250 tons, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong
Hohu, French str., 500, Merlees, Aug. 12, A. R. Marty	Phenix, ship, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong
Kamakura Maru, Jap. str., 3,976, Petersen, Aug. 12, Nippon Yusen Kaisha	Pique, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. A. H. Oldham, at Canton
Keongwai, German str., 1,115, Rieger, Aug. 9, Melchers & Co.	Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei
Kohschang, German str., 1,291, Leuss, Aug. 11, Butterfield & Swire	Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Kukuang
Kumsang, British str., 2,076, Baller, Aug. 8, Jardine, Matheson & Co.	Redondo, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Kukuang
Kyoto Maru, Jap. str., 1,839, Sakurai, Aug. 13, M. B. Kaisha	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West River
Marie Jensen, Ger. str., 1,700, Hommet, Aug. 10, Jensen & Co.	Rosario, sloop, 680 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore
Mausang, British str., 1,643, Welsh, Aug. 8, Jardine, Matheson & Co.	Saunpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River
Mezaron, British str., 3,279, Cockman, Aug. 9, P. & O. S. N. Co.	Saunpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgaty, at Shanghai
Melpomene, Aust. str., 1,700, Mateovich, Aug. 7, Sander, Wierler & Co.	Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong
Mongkut, German str., 852, Gotsche, Aug. 12, Butterfield & Swire	Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong
Murex, British str., 2,329, Halliday, Aug. 7, Arnhold, KARBURG & CO.	Talbot, cruiser, 3,600 tons, Capt. F. G. Stopford, at Yokohama
Pelayo, British steamer, 956, Burns, Aug. 13, G. McBain	Tamar, receiving ship, 4,800 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong
Salahadj, Dutch str., 1,235, Harst, July 29, Meyer & Co.	Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei
Shirley, British str., 1,600, Satchell, Aug. 11, M. B. Kaisha	Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong
Taft, German str., 1,067, Martens, Aug. 10, McDowell & Co., Limited	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. W. O. Lyne, at Hongkong
Talaban, British str., 1,122, Stovel, July 21, Bradley & Co.	Wivern, coast defence ship, armed 2,750 tons, 4 guns, 1,000 h.p., at Hongkong
Tartar, British str., 2,768, Beetham, Aug. 3, C. P. R. Co.	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 500 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei
Victoria, American str., 2,112, Panton, Aug. 1, McDowell & Co., Limited	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson, at Woonung
Y. Sontau, Amr. str., 535, Gortirolo, July 13, Order	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow
Yunwang, British str., 1,128, Rolfo, Aug. 10, Jardine, Matheson & Co.	

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